

HO – 824

The (Joseph and Irene) Buncke Property  
8402 Washington Boulevard  
Laurel, vicinity

Located along the western side of US Route 1, Washington Boulevard south of Elkridge, MD, the Buncke Property is comprised of nearly 2 acres of land. The site contains one (1) large building (Circa 1920's) with a larger addition constructed circa 1930.

Additional modifications and remodeling occurred in the late 1970's or early 1980's.

This work also included a truck-loading dock and open service pavilion added at the very western portions of the building. The property serves commercial and industrial purposes today. Currently Eastern Stair and Woodworking occupies the building with their offices, commercial showroom and woodworking production. The conditions of the building are generally very good.

The significance of the Buncke property is in its association with the development of US Route 1 and its role in local industry. The site illustrates the way residential properties were turned into commercial ventures by their owners, relying on the accessibility offered by US 1, the so called "Main Street" of the East Coast.

What may have been an early frame residential structure was likely converted for commercial and industrial purposes. The Buncke property, when considered in its local and regional context, may be seen as historically associated with events making contributions to the broad patterns of our history by virtue of its association with the

HO-824

development and use of US 1. The road offered access, an important characteristic in the production and distribution of goods and services.



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## 7. Description

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Inventory No. HO -824

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### SUMMARY DESCRIPTION

Located along the western side of US Route 1, Washington Boulevard south of Elkridge, MD, the Buncke Property is comprised of nearly 2 acres of land. The site contains one (1) large building (Circa 1920's) with a larger addition constructed circa 1930. Additional modifications and remodeling occurred in the late 1970's or early 1980's. This work also included a truck-loading dock and open service pavilion added at the very western portions of the building. The property serves commercial and industrial purposes today. Currently Eastern Stair and Woodworking occupies the building with their offices, commercial showroom and woodworking production. The conditions of the building are generally very good.

### COMPREHENSIVE DESCRIPTION

The Joseph and Irene Buncke Property (currently known as Eastern Stair and Woodworking) site is fairly level and contains one (1) building (circa 1920's with an expansion circa 1930.) Portions of the site were not available for inspection. Access from Washington Boulevard is on the north and south sides of the structure. General automobile parking is available on both sides as well. Truck service is located on the north side. There is a modest landscape area with sidewalk along the site's frontage with US 1.

The **front (east) elevation** is composed of a large, frame wall in five (5) parts and is two (2) stories in height. Overall, the façade is symmetrically arranged, although the fenestration pattern and entrances are not. Three gables, appearing at the attic level, define the façade. Between each of these gable roof forms is a section of what appears to be a sloping roof that corresponds to the wall plane below. The wall foundations have a non-historic brick veneer surface, extending approximately 2-3 feet above grade. The brick is a yellow brown shade and there is a header course creating a sill along the length of the façade. Above this sill level the wall is covered with a yellow shaded aluminum siding. All exterior wood trim is painted a dark brown color. Soffit trim, gutters and downspouts have a dark brown extruded aluminum material finish.

The southern-most part of the front facade has one window at the second floor level. It is a 1/1 double-hung wood sash window, located at the southern-most corner of the building. At the first floor level there are three large wood windows that appear to be historic. Set within a wooden frame each window is 8/8 double hung sash, with an exterior metal grille overlay for security purposes. The large mullions between the individual windows vary in dimension and are wrapped in a finished aluminum sheet metal. The center most window contains a window air conditioning unit.

At the juncture between this section and the next, there is a pedimented portico entrance. The wall beneath the simple portico is finished in brick that matches the sill and foundation walls. The door is a single leaf, painted wood door with 8 raised panels. The portico roof (asphalt shingle, and aluminum siding on the front), is supported by two painted wooden brackets. At the first floor level, immediately to the right of the door is a pair of large wood windows, one of which matches the large windows on the opposite side of the door. The other one is similar in overall size, but appears to have had the glazing configuration changed to 4/4. It also contains a window air-conditioning unit. This second section from the south end of the building also has two windows at the second floor level. They are both 1/1 double hung wood sash windows.

The central section of the five- part façade has a ribbon of four historic windows at the first floor level. They are all matching windows with 8/8 lights set in a double hung wooden sash. Between each window is large painted wood mullion, usually wrapped in aluminum sheet metal cladding. At the second floor level there is one single window on the right side of the bay. Each window is a 1/1 double hung wood window.

The fourth part (from south to north) has two windows at the first floor level, and one in the north corner of the second floor level. These are all single 1/1 double hung wood sash windows. Located at the juncture between this section and the northern-most section, the main entrance is emphasized by a pedimented portico supported by two (fiberglass) Doric styled columns. The entrance approach is via a raised brick patio floor. The grand, double door entrance has a narrow transom light. The doors are painted wood and have many small recessed panels. Along the exaggerated architrave or side panel, on either side, are the large address numbers "8402."

## 8. Significance

Inventory No. HO - 824

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** N/A **Architect/Builder** unknown

**Construction dates** circa 1920, with additions in the 1940's and late 1970's

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### SUMMARY OF SIGNIFICANCE

The significance of the Buncke property is in its association with the development of US Route 1 and its role in local industry. The site illustrates the way residential properties were turned into commercial ventures by their owners, relying on the accessibility offered by US 1, the so called "Main Street" of the East Coast.

What may have been an early frame residential structure was likely converted for commercial and industrial purposes. The Buncke property, today known as Eastern Stair and Woodwork, when considered in its local and regional context, may be seen as historically significant by virtue of its association with the development and use of US 1. The road offered access, an important characteristic in the production and distribution of goods and services.

### NARRATIVE HISTORY

The Buncke property, is historically significant by virtue of its association with the development and use of US 1 (also known as: Washington Blvd., the Washington Road and following the Baltimore Washington Turnpike.) Historically the route between Baltimore and Washington dates back two centuries. The road that would become the Baltimore Washington Turnpike predated the "Residence Bill" of July 16, 1790, that established the national capital, "The Territory of Columbia."

Originally constructed under the 1704 Act requiring 24 foot cart paths, the first section of the road was constructed in 1741 connecting Baltimore and Elkridge. By 1749 the road continued to Georgetown and the banks of what is now referred to as the Potomac River. According to many period accounts, maintenance was always a concern. During the turnpike movement of the late-eighteenth and early nineteenth centuries, several different turnpike companies tried to construct a successful turnpike. Only one company succeeded in 1820. Their success was short lived, as the State of Maryland condemned the road in 1865.

In 1906 the State responded to the public's request for rebuilding the roadway and State Route 1 was officially born. The military used the road heavily during WWI and in 1918 and 1919 the road was laid in concrete and expanded by twenty feet in width. In 1925, State Route 1 became part of US 1, the so-called "Main Street" of the East Coast, from Fort Kent, Maine to Key West, Florida.

The development of US 1, as well as many other roadways during the early twentieth century, occurred in response to the culture's acceptance and increased use of the automobile. Few inventions have had as great and as widespread an impact as the automobile. The National Park Service (NPS) reports:

"By 1920, more than 300 cities had roadside camping facilities for motorists and more than one million people used them. Streets and highways were quickly built or modernized and a uniform numbering system for highways was introduced in 1925. In 1930 nearly 27 million cars were registered. The production, sale, repair, and servicing of cars provided work for millions."

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## 9. Major Bibliographical References

Inventory No. HO - 824

Howard County Land Records, Howard County Courthouse, Ellicott City.

State Department of Assessments and Taxation Records, State of Maryland. Baltimore, MD.

P.A.C Spero & Company and Louis Berger & Associates. "Historic Highway Bridges in Maryland: 1631- 1960: Historic Context Report," MD State Highway Administration, MD State Department of Transportation, Baltimore, MD, 1995.

A History of Road Building in Maryland. State Roads Commission of MD, Baltimore, MD, 1958.

G.M. Hopkins, C.E. Atlas of Fifteen Miles Around Baltimore including Howard County, Maryland. Philadelphia: 320 Walnut Street, 1878.

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## 10. Geographical Data

Acreage of surveyed property approximately 2 Acres

Acreage of historical setting approximately 2 Acres

Quadrangle name Savage Quadrangle

Quadrangle scale: 1: 24,000

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### Verbal boundary description and justification

Map 43, Grid 19, Parcel 526

See map with parcel identified.

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## 11. Form Prepared by

name/title	Kate Mahood, Architectural Historian		
organization	Mahood and Associates, LLC	date	March 1, 2004
street & number	510 Pafel Road	telephone	410-266-5608
city or town	Annapolis	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

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Above the ridge of the aluminum-sided portico is a simple wooden sign noting: "Eastern Stair." The northern-most section of the front façade also features two large showroom windows located at the far right side or northernmost corner. The window at the second floor level has two large fixed panes, while the one on the first floor level contains three fixed panels. The interior space behind these windows is an open two-story area. There is a small wood window located just to the right of the entrance portico. It is a 1/1 double-hung wood sash window.

At the very north-west corner of the building, stepped back from the front façade, there is a one-story addition. It is finished in similar materials as the front elevation. The brick veneer foundations continue on this face as well as the aluminum siding above. The roof form above this addition is a simple shed roof with asphalt shingles. The open area behind this wall serves as a large loading dock for truck pick-ups and deliveries. At the very rear of the building there is another section of wall that projects further to the north. This portion seems to be an open pavilion that also provides service space.

Other than the historic windows noted, all of the finishes along this portion of the building are non-historic and appear to date to the late twentieth century. The history of construction of this portion of the building is very difficult to assess.

The east end of the **South (side) façade**, closest to Route US 1, has similar finishes as described for the front façade. The aluminum siding continues around the side wall. There is a very large white painted sign that tells of the products and services that Eastern Stair and Woodworking offer. There are three windows on this façade: Two near the west end of the two-story section of the building. Each window is a 1/1 double hung wood sash window. Also at this general end of the building is a matching single window on the first floor level. A security grille has been installed over this window. The windows are not configured to relate between the first and second floor levels. The yellow-brown brick veneer at the foundation level on the front of the building does not continue on this southern elevation.

There is a two story CMU block wall addition immediately adjacent to the west end of the frame portion of the building. The long wall of this façade is composed of 8 large bays, demarcated by low relief projections, also of CMU block construction. Each bay has at least one clerestory window, usually centrally located at the uppermost portions of the wall face. There appears to be a painted steel lintel along the top of each bay.

There is a large sawdust hopper located near the midpoint of this wall, installed within the last 30 years. The main source for electrical power is located at the front corner of the CMU addition. There are numerous conduits and power lines located along this façade.

Where the eastern wall of this CMU portion of the building abuts the frame portion, there is a stepped parapet wall (with three wide steps), also of CMU construction. (While this is technically part of the front elevation it is only visible from the side views.) This treatment occurs at all three of the "gable ends" at their juncture with flat roof area over the CMU portion of the building.

Finally, there is another small CMU block wall addition at the very end of this façade. The roof is still lower than the adjacent structure. There is no fenestration or exposed lintels on this façade. The roof over this addition is also a bituminous system, similar to the main roof over the larger CMU addition.

The **north (side) façade** is composed of similar constructions, as previously described. At the east end the frame section of the building is finished in similar materials as described above. The lower level brick veneer does carry around the corner on this end of the building. The fenestration pattern of the large showroom windows actually repeats on the opposite corner, creating a light open two-story space on the interior of the showroom area. The large CMU addition located immediately behind this frame portion of the building has been extended by another bay in the northern direction to provide for truck loading-dock purposes. At the westernmost

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portions of this façade there is yet again another small addition. It is an open pavilion constructed to address service needs. The roof appears flat with a bituminous surface. It is difficult to see other details as this portion of the site was not available for inspection.

Similarly, the **west (rear) façade** was not accessible or visible for inspection.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

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**Continuation Sheet**

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With the Great Depression the tourist industry and related businesses were nearly cut in half between 1929 and 1932. The businesses that were successful during these difficult times were often ones that appealed to the smaller number of tourists on the road and maintained a smaller scale operation. As economic times improved later in the 1930's and onward, roadside advertising became commonplace. Fanciful buildings, grand colorful signs (often humorous in language), and huge, over-sized sculptures of trademark characters and animals offered highly visible attractions for the passing motorist. All aimed to incline the traveler to stop, pass some time, and of course spend some money. These distinctive architectural and landscape features created a roadside or highway culture that, in part, gives context for understanding the history of many commercial and residential properties along Route US 1, including its run through Howard County.

The development of the subject property occurred along this stretch of Route US 1 because it not only provided ample space for industrial pursuits, but also enabled passersby to see their woodworking business. Catering primarily to residential customers, the woodworking business located here for over 40 years benefited from its visible site along the roadway. Similarly, accessibility for the delivery of raw materials, tools of the trade, as well as finished products was also a key asset to the business in this location. US Route 1 offered efficient access for all of these activities and afforded trucks smooth access to and from many places throughout the Baltimore - Washington region.

Deed research indicates the property was owned by Charles G. Haslup prior to 1872. Passed through his family, by 1915 the full parcel was sold to Mr. Arthur G. Smallwood and his wife, Alberta W. Smallwood. The Bunckes purchased the property in 1925 and maintained ownership until February 20, 1962. It is reasonable to consider the Bunckes were responsible for converting the property from a residential property to an industrial use. The addition of the large CMU addition seems to have likely occurred during their tenure. While it is not confirmed that they were in the woodworking business, clearly the nature of the addition indicates an industrial use.

The current ownership of the woodworking enterprise has been responsible for many of the other architectural changes at the site. The addition of an open two-story interior space at the north corner of the frame portion of the building, the signage, entrance porticos, brick veneer walls and exterior aluminum finishes, the loading-dock area and extended service wing, all were installed during their ownership period. The business continues to rely, in part, on its roadside visibility as well as its general accessibility, along Route US 1. The property speaks to the nature of "mom and pop" businesses, common in the first half of the twentieth centuries across the country and especially along such historic roadways, and their enduring successes into later years of the twentieth century.

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**Historic Properties Form**

Inventory No. HO - 824

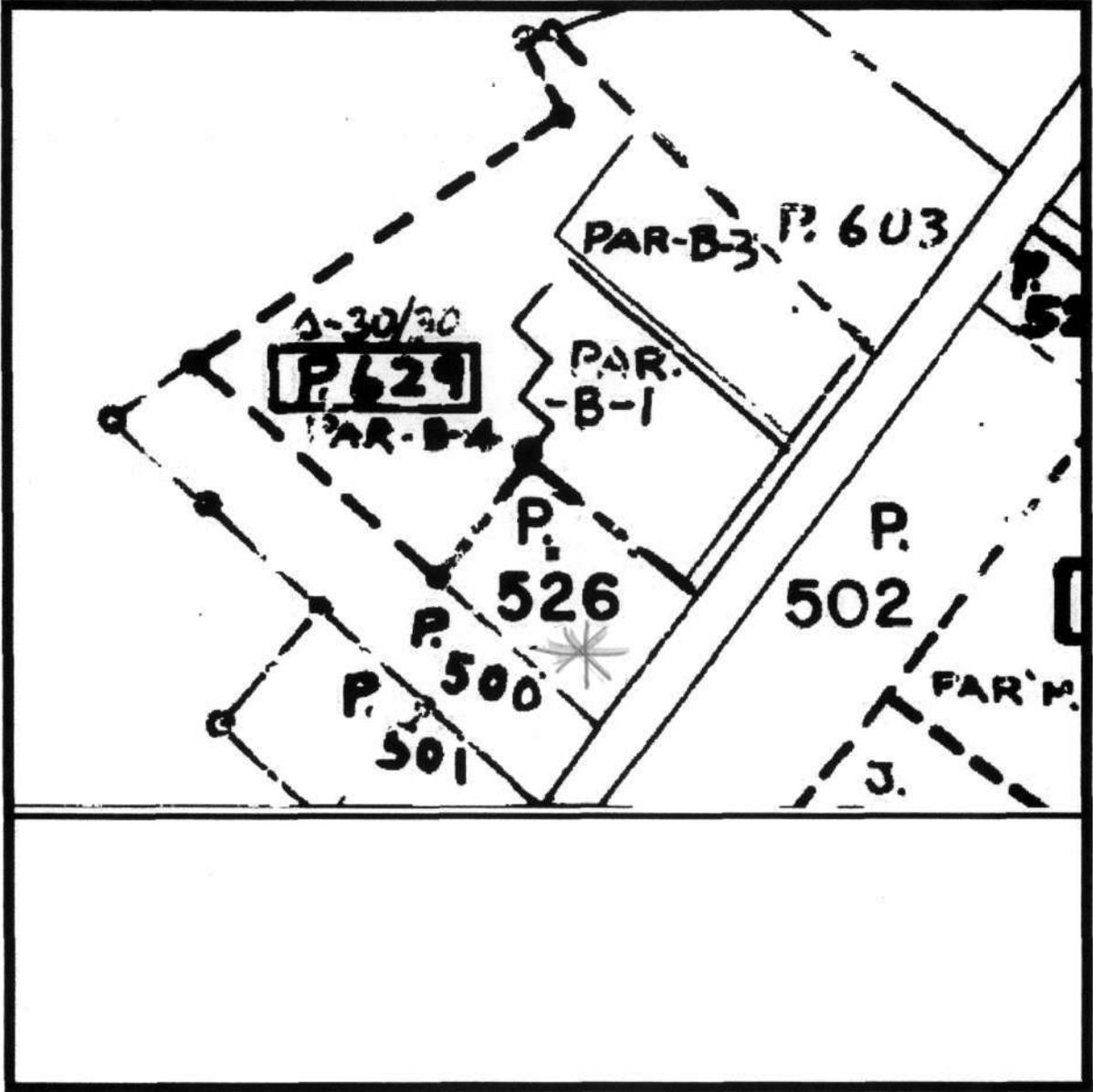
Name  
**Continuation Sheet**

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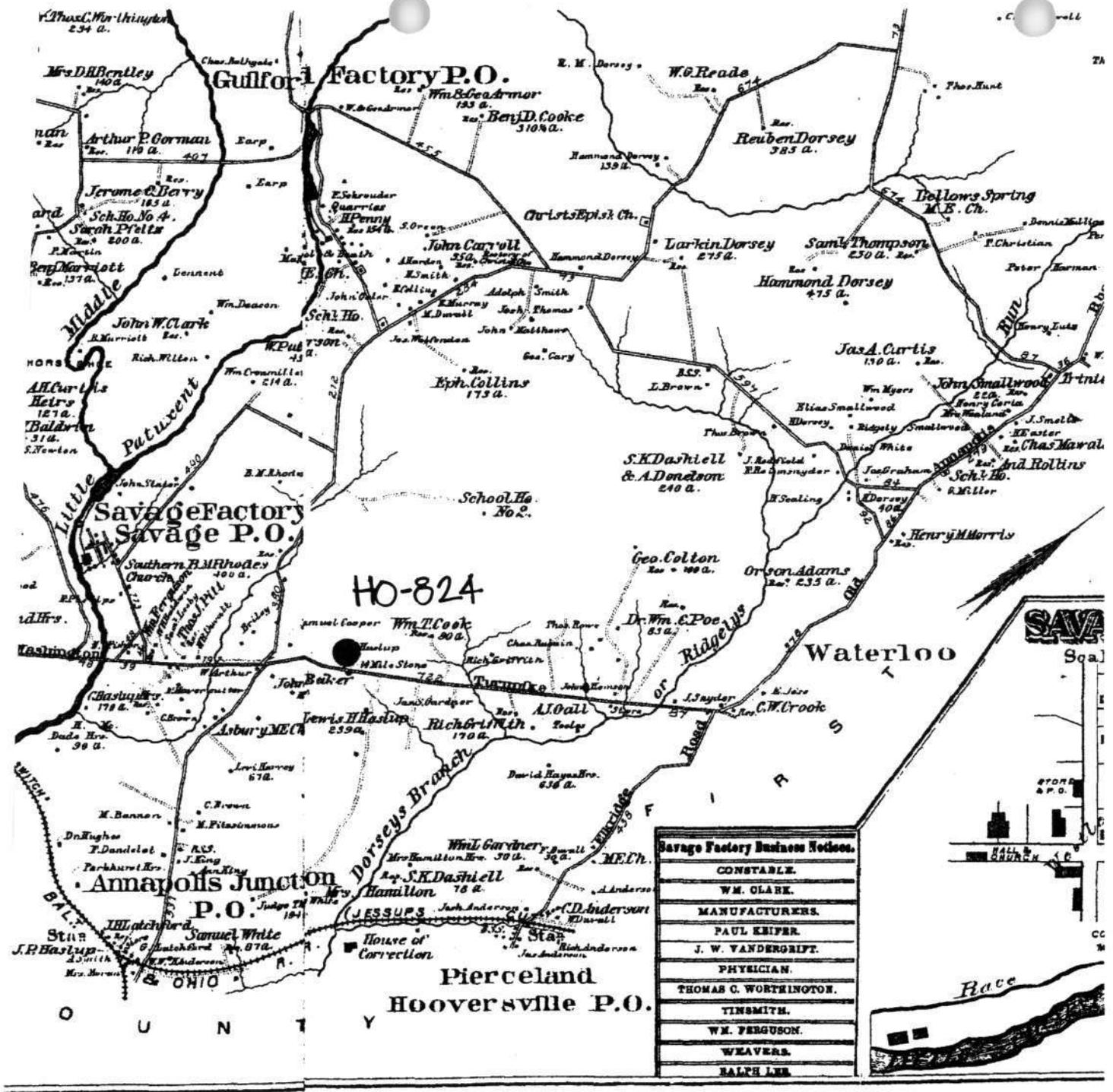
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Stein, Charles Francis, Jr. Origin and History of Howard County Maryland. Baltimore: The Howard County Historical Society, 1972.  
Martinette Map of 1860.

District - 06 Account Number - 433138



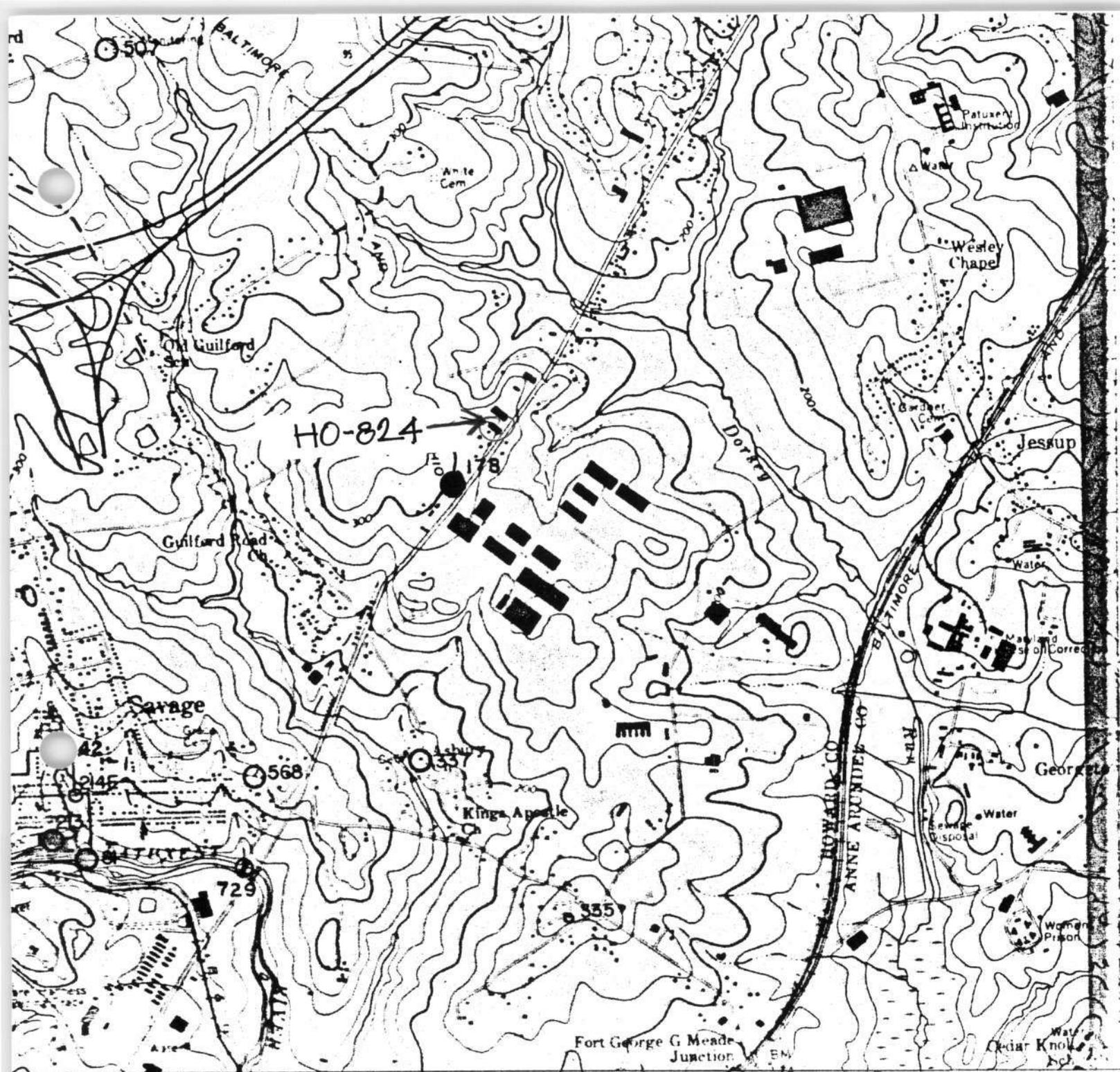
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 For more information on electronic mapping applications, visit the Maryland Department of Planning web site at  
[www.mdp.state.md.us/webcom/index.html](http://www.mdp.state.md.us/webcom/index.html)



HO-824

Savage Factory Business Notices.	
CONSTABLE.	WM. CLARK.
MANUFACTURERS.	PAUL KEIFER.
PHYSICIAN.	J. W. VANDERSLIP.
TINSMITH.	THOMAS C. WORTHINGTON.
WEAVERS.	WM. FERGUSON.
	RALPH LEE.

HO-824



HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT

MARCH 2004

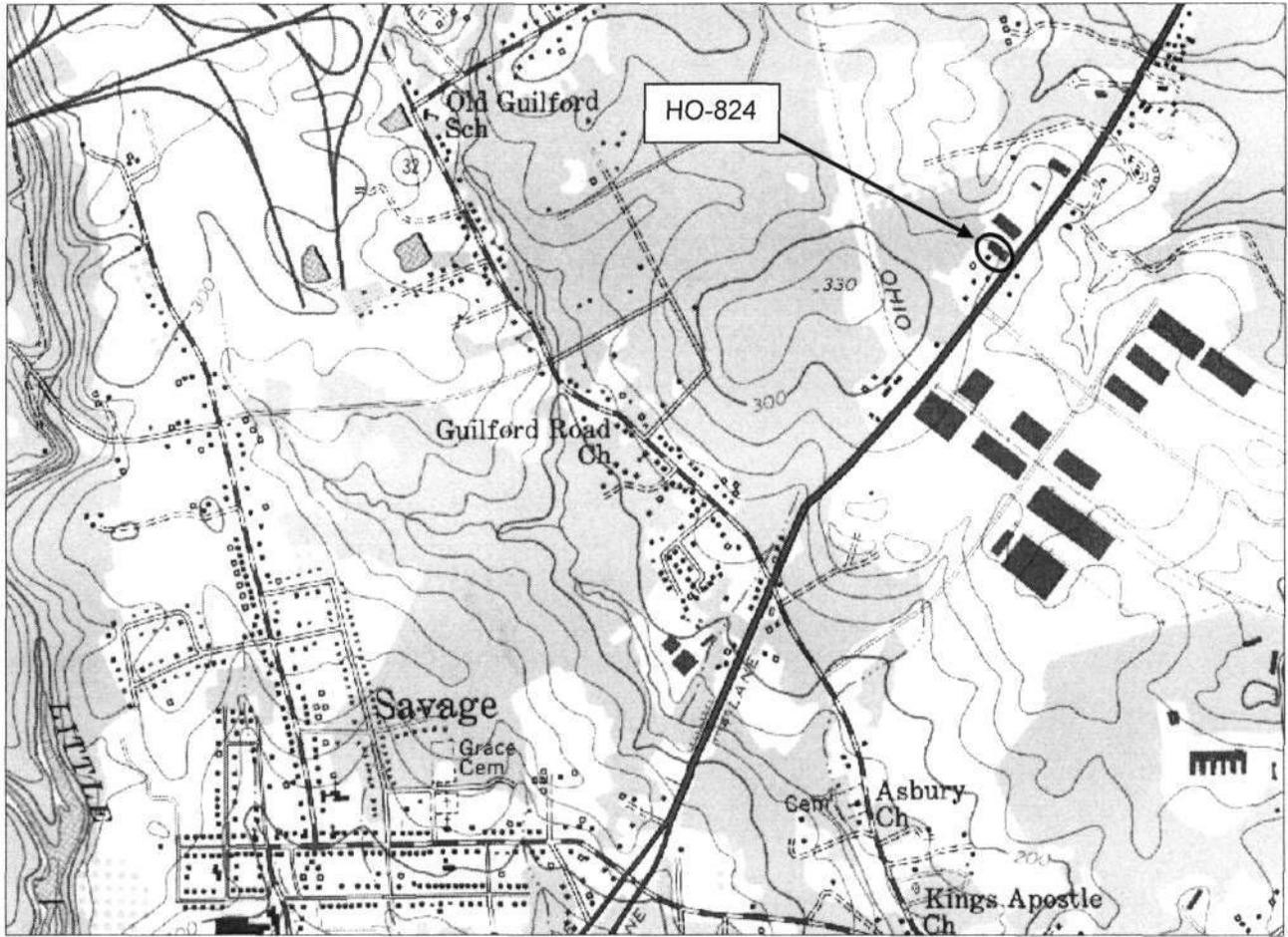
PROPERTY ADDRESS: 8402 WASHINGTON BOULEVARD, LAUREL  
PROPERTY INVENTORY NUMBER: HO - 824

USGS - SAVAGE QUADRANGLE MAP

SCALE: 1:24,000



HO-824  
The (Joseph and Irene) Buncke Property  
8402 Washington Boulevard, Laurel  
Savage quadrangle



Tax Map 43, p. 526





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BUNCKE PROPERTY

HOWARD COUNTY

VIEW LOOKING NORTHWEST  
FRONT FAÇADE

NEGATIVE W/ MDSHPO

KATE MATHEO

FEB. 2004

1 OF 4



HO-824

BUNCKE PROPERTY

TOWARD COUNTY

VIEW LOOKING SOUTHWEST

FRONT FACADE

NEGATIVE W/ WASHPO

KATE NAHOON

FEB. 2004

2 OF 4

**EASTERN STAIR & WOODWORKS**  
-Replacement Stair Parts -Special Balwork  
-Fine Kiln Dried Hardwoods -Quality Millwork  
-Custom Stairwork -Planing, Machining  
-Prefabricated Handrails WOOD Wood Turning  
-Hobby & Craft Woods WOOD Wooden Toys  
WHOLESALE RETAIL  
792-0200 953-2707

8297  
EASTERN STAIR  
8402



HO-824

BUNCK'S PROPERTY

HONARD COUNTY

VIEW LOOKING WEST  
FRONT FACADE

NEGATIVE W/ MISHPO

KATE MAHOOD

FEB. 2004

3 of 4

**EASTERN STAIR & WOODWORKS**  
-Replacement Stair Parts -Special Railwork  
-Fine Kiln Dried Hardwoods -Quality Millwork  
-Custom Stairwork -Planing, Machining  
-Prefabricated Handrails as well as Wood Turning  
-Hobby & Craftwoods as well as Wooden Toys  
WHOLESALE — RETAIL  
792-0200 953-2707

MAILBOX  
EASTERN STAIR  
8402



HO-824

FUNKER PROPERTY

HOWARD COUNTY

VIEW SOUTH FACADE

LOOKING NORTHWEST

NEGATIVE W/ MUSHPO

KATE MAHOOD

FEB. 2004

4 OF 4